2: Villiers T-5 (1938-39) 1948 MK2 Maritime Arabs MK2
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missed at least another 600, for no list which the dhows supply is really reliable, and each ship carries many persons who are without European documents. As a new dhow arrives, sometimes dozens of her passengers will drop quietly over the side and disperse themselves among the dhows already in the harbour. As with the disposal of the seamen's ventures, all Arabs take a delight, regardless of their ports of origin, in the general defeat of European regulations.

II

At first glance, the whole deep-sea trade in dhows seems unorganized and almost unregulated. In point of fact, it is very well organized indeed, and has a tradition going back, probably, some thousands of years. There is no association of dhow owners in Arabia as there is a Country Craft Organization on the west coast of India, for the Arab of today is too inherently disunited and fiercely individualist to make this type of co-operation possible. But he can organize his own trade very well, nevertheless. The typical wealthy business family of Kuwait maintains offices, almost always managed by sons of the house who frequently rotate on the circuit, in all the more important centers of Arab coastal trade. The head office is at Kuwait or perhaps Basra, with branches at Aden (in the Crater, not at Steamer Point), Bombay, possibly one other west coast of India port, and Mukalla. Where there is not an actual branch of the family conducting business on a permanent footing, there is either a trusted agent (probably a relative), or one of the younger sons sent in the trading season to watch the family interests. This, for instance, is done at Berbera, in British Somaliland, which, when times are good, can absorb a surprising quantity of Iraqi dates carried there in dhows. The agent or family member is primarily responsible for the collection of debts — always a problem in a trade which is carried on without banking. A family carrying on business on such a scale will have a finger in perhaps a score big dhows, all nominally "owned" by their own *nakhodas*. The cash resources of some of these families must be enormous, and behind them stands the Sheikh of Kuwait, who was a wealthy man even before oil was discovered in his territory.